

1) Abbreviation of pay units

For all Special Provisions and Maintaining Traffic write-up, spell out the pay units, example: Square Foot (upper and lower case letters used). Abbreviations are only allowed on the plan sheets, log sheets and Transport, example: Pound = Lb (no s), Yard = Yd (no s), Square Foot = Sft, etc.

2) Maintaining Traffic write-up

Quantities are not needed in the maintaining traffic write-up, only on the Note Sheet. Except when using the Pay item, "Maintaining Traffic (Lump Sum)", in which case the quantities must be spelled out. This Pay Item can only be used in specific situations like CPM Projects.

Also, make sure all traffic typicals are referenced in the write up, and that their figure numbers match.

3) Shelf Projects

Before turning in a shelf project update special details and Note sheet to the current list.

4) Ride Quality

New special provision is out for Ride Quality. If special provision is used add the pay item of Bump Grinding for grinding excluded areas. This item needs to be set up as federal participation.

5) 6" Edge Lines

When putting the special provision for 6" edge lines into proposal, make sure you have the current one that **does not** have the pay items included. (Pay items are covered in the spec book.) Also put Standard Plan Note G40 on the Note Sheet or Log. If you need a copy of the 6" edge line spec get it from the traffic and safety website. Under Traffic and Safety Special Provision- Pavement Markings- 03TSPM-001.

6) Railroad Coordination

Railroad Coordination: This is just a reminder to realize the importance of early railroad coordination for projects involving trunk line projects crossing railroads. Many times the early railroad coordination is late and can put the project into jeopardy of making the approved letting date. When going through the job characteristics in PPMS and a railroad ROW is being crossed, the Systems Manager should make sure that the box with Railroad Companies (for at grade crossings) is checked or the box for Railroad

over/under roadway (Grade separation structure) is checked. The Project Manager should contact the proper Railroad Coordinating Engineer as soon as preliminary design plans have been worked out for a project to get the input from the railroad company in a timely manner to meet the plan completion date. Durations for the Railroad Coordination PPMS tasks (3650 & 3655) can vary from railroad company to railroad company and vary based upon the complexity of the work crossing the railroad right-of-way.

Average PPMS durations for railroad coordination work are:

Simple resurfacing/CPM work with no work done to the crossing	130 Days
Railroad crossing replacement/ new sidewalk crossing	390 Days
Jack and bore a pipe under the Railroad	390 Days
Gap out all work on a structure over the Railroad	0 Days
Retrofit existing structure railing with guard rail	260 Days
Hang conduit to an existing structure over a Railroad	130 Days
Replace joints on a structure over a Railroad	260 Days
Resurface on a structure over a Railroad	260 Days
Remove Pavement, new storm sewer, add filler wall concrete under an existing Railroad structure	260 Days
Guard rail attachment to existing Railroad structure over road	60 Days
Substructure repairs and deck patching over a Railroad	260 Days
Painting/Pin and hanger replacement over a Railroad	260 Days
New superstructure over a Railroad	390 Days
New structure over a Railroad	390 Days
New Railroad structure over a roadway	390 Days

Contacts for the at-grade railroad crossing coordination work should be made to Brett Kach (517)335-2272.

Contacts for the grade separation structures coordination work should be made to Steve Rapp (517)335-3043.

7) Temporary Concrete Barrier

When using temporary concrete barrier on a project make sure you have a quantity of High Intensity Light, Type B, as called out and shown on Standard Plan R-126 series. Also, if the temporary concrete barrier is going to be relocated during construction remember to include the pay item, "Conc Barrier, Temp, Relocated (Foot)"

8) Estimate for Plan Review Submittals

Please submit a cost summary by proposal or detailed cost estimate for the plan review. Do not submit a line by line breakdown summary...these are generally not very useful for the Plan Review. If Trns*port data is not yet available, then a spreadsheet format is also acceptable.

9) If you know of anyone that is not receiving this update that should, please let me know so they can be add to my list.

Regards,

Joel Ingle, Supervising OEC Plan Review Engineer

Tom VandenBerg, Supervising Plan Review Engineer

Gary Mazurek, OEC Plan Review

Carl Anderson, OEC Plan Review

Jennifer Transue, OEC Bridge Plan Review

Rob Leppala, Road Plan Review

Tim Barry, Bridge Plan Review